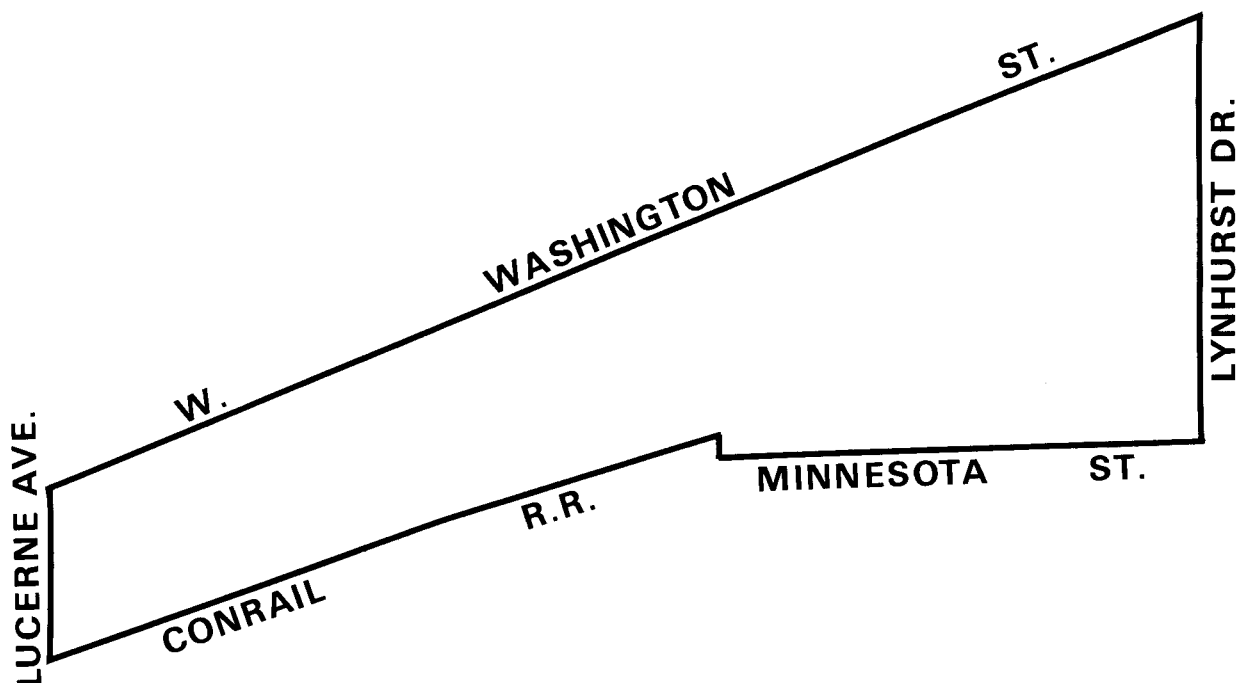


MINNESOTA STREET / WASHINGTON STREET CORRIDOR STUDY RECOMMENDATIONS



January 29, 1990



Department of Metropolitan Development
Division of Planning
Indianapolis-Marion County, Indiana

Minnesota Street/Washington Street Corridor Study

Recommendations

Background

In November of 1987, a Noise Compatibility Study for the Indianapolis International Airport was completed pursuant to Part 150 of the Federal Aviation Regulations. The Indianapolis Part 150 Study contains recommendations about airport noise abatement techniques and compatible land use patterns to mitigate noise impacts. The current Minnesota Street/Washington Street Corridor Study was undertaken in accordance with the recommendations contained in the Part 150 Study.

The Minnesota Street/Washington Street Corridor is bounded by Washington Street on the north, Lynhurst Drive on the east, the Conrail Railroad and Minnesota Street on the south and Lucerne Avenue on the west. This corridor consists of approximately 425 acres.

Overall Aviation Noise Abatement Plan

The Indianapolis Airport Authority continues to implement the aircraft noise abatement procedures that were adopted as part of the Part 150 Program to reduce the levels of noise over the study area. It is estimated that nearly one half of all the existing air traffic over this area will be shifted to the new Runway 5R-23L which is under construction on the south side of the airport and is scheduled for completion by June, 1990. The daytime air traffic procedures will continue to encourage landings from the northeast and departures to the southwest on both of the parallel runways. With two runways in operation the traffic will be reduced in half over this study area when weather conditions permit. Normal nighttime operations will require southwest landings and southwest departures eliminating most of the traffic over the Minnesota Street corridor area.

The Marion County Comprehensive Plan

The Marion County Comprehensive Plan is a policy guide for the orderly growth and development of the community. Upon adoption by the Metropolitan Development Commission, the Minnesota Street/Washington Street Corridor Plan becomes a segment of the Comprehensive Plan, encompassing many of the same elements, but dealing with a specific area which has detailed and definite needs not specifically considered in the Comprehensive Plan. Land use recommendations from the current 1984 Marion County Comprehensive Plan are illustrated on map #1 Existing Land Use Plan.



Map 1

MINNESOTA STREET / WASHINGTON STREET CORRIDOR STUDY

EXISTING LAND USE PLAN

- LOW DENSITY RESIDENTIAL
- COMMERCIAL CLUSTER RETAIL / OFFICE
- LIGHT INDUSTRIAL

The Planning Process

The Minnesota Street/Washington Street Plan represents a cooperative effort between the Department of Metropolitan Development, other City agencies, the Indianapolis Airport Authority and the residents of the study area. These groups worked to develop strategies for the neighborhood which will help guide development for the next twenty years.

Development of the recommendations contained in this summary were developed during four planning committee meetings. Participation on the committee was obtained by sending letters seeking the desired level of involvement to over 150 area residents. Forty persons indicated they wanted to participate on the planning committee. Due to the nature of this study and the intrusion of I-465 through the middle of the study area, the Minnesota Street/Washington Street Corridor has been divided into two subareas. (Refer to map 2.) Subarea One is bounded by Lucerne Avenue, I-465, Washington Street and the Conrail Railroad. Subarea Two is bounded by I-465, Lynhurst Drive, Washington Street and Minnesota Street. Each subarea is characterized by its own assets and liabilities.

Recommendations

Subarea One

A. Land Use Recommendations

1. All of the area north of Minnesota Street and the Conrail Railroad to Washington Street and Lucerne Avenue to I-465 should be converted from residential to commercial uses [preferably airport related uses].
2. It is recommended that the area south of Minnesota Street to The Conrail Railroad, Lucerne Avenue [both sides of Lucerne Avenue] to High School Road be converted to industrial uses [preferably airport related uses].

B. Principal Implementation Strategies

1. It is recommended that the Airport Authority amend the Part 150 Noise Compatibility Program to expand the Guaranteed Purchase Program to include the residential property in Subarea One for future acquisition.

IV Subarea Two

A. Land Use Recommendations

1. It is recommended that the area, north of Morris Street to Washington Street be retained for commercial use. The churches on Mickley Avenue and on Lynhurst Drive and Chelsea Road should remain. All other properties south to the Conrail Railroad, I-465 to Lynhurst Drive should be retained for residential use.



Map 2
MINNESOTA STREET / WASHINGTON STREET CORRIDOR STUDY
SUBAREAS

2. The Conrail Railroad provides an excellent buffer for the residential area to its north. It is recommended to expand the area south of the Conrail Railroad to Minnesota Street, I-465 to Worth Avenue, for industrial use. This area should be rezoned to I2S. The area east of Worth avenue to Lynhurst should remain residential. Land acquisition would be done by private developers and should be purchased in sections to insure that development is done in a sensitive manner.

B. Transportation Recommendation

1. There are many complaints of heavy traffic on Mickley Avenue, especially heavy trucks going north, then west to Waldmere and then north to gain access to I-465. Weight limit signs should be placed on Mickley Avenue, Chelsea Road and Waldemere Avenue and divert the truck traffic to Lynhurst Road to gain access to I-465. This truck traffic restriction should be phased in when the widening of Lynhurst Drive is completed. In order to enforce the weight limit restriction, the Marion County Sheriff's Department should make a concentrated effort to insure compliance.

C. Drainage Recommendation

1. The Department of Public Works currently has the Mickleyville area drainage project in the planning design phase. This project generally extends from Lynhurst Drive to I-465. It is recommended that this project continue through the design phase and be constructed.



Map 3
MINNESOTA STREET / WASHINGTON STREET CORRIDOR STUDY
PROPOSED LAND USE PLAN

